



## Aviation In-formation

The Michigan Aeronautics Commission's annual Awards of Excellence were presented on September 27, 2001. Each year, one individual and one group are recognized for their contributions to aviation in Michigan. The Awards of Excellence are the highest honor bestowed by the commission.

William Blake is the Great Lakes Regional Representative for the Aircraft Owners and Pilots Association (AOPA). He was recognized in the individual category for a continuing commitment to improving air transportation in Michigan and the Great Lakes Region by acting as an advocate for aviation safety, airport preservation, and the protection of aeronautical resources and infrastructure. Mr. Blake practices law in Peoria, Illinois and is a former director of the Illinois Division of Aeronautics.

**John Engler, Governor**

### MICHIGAN AERONAUTICS COMMISSION

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L. to R.  
**William E. Gehman**,  
Director, Michigan  
Aeronautics  
Commission,  
**William Blake**,  
Great Lakes  
Regional Represent-  
ative for the  
Aircraft Owners  
and Pilots Association,  
**Bob Bender**, Chairman, Michigan  
Aeronautics Commission



The Mackinac County Board of Commissioners and Airport Manager, Paul Fullerton were the award winners in the group category. They were recognized for the leadership and dedication necessary to accomplish many recent projects at the Mackinac County Airport. Among the improvements were the lengthening and resurfacing of the runway, construction of a parallel taxiway, expansion of the aircraft ramp, and construction of a new terminal building. During winter months, air service from the airport provides the only access to Mackinac Island.



L. to R. **William E. Gehman**, Director, Michigan Aeronautics Commission, **Michael Litzner**, Chairman, Mackinaw County Board, **Ollie Boynton**, Chairman, Mackinaw County Airport Committee, **Paul Fullerton**, Mackinaw County Airport Manager, **Bob Bender**, Chairman, Michigan Aeronautics Commission

# MICHIGAN Aviation



**FIFTH ISSUE 2001**

22,000 copies printed  
Total cost \$5460.40  
Cost per issue \$248.2



**PRSRTD STD**

U.S. POSTAGE  
**PAID**

Lansing, Michigan  
Permit No. 1200

OFFICIAL PUBLICATION, BUREAU OF AERONAUTICS, DEPARTMENT OF TRANSPORTATION

2700 E. Airport Service Drive Lansing, Michigan 48906-2160 Telephone: 517-335-9283

[www.mdot.state.mi.us/aero/](http://www.mdot.state.mi.us/aero/)

Published Bimonthly for Users of Michigan's Air Transportation System

# MICHIGAN Aviation

VOLUME 34 NUMBER 5 FIFTH ISSUE 2001



## 2002 Great Lakes International Aviation Conference

Michigan State University, East Lansing, Michigan

Information and Registration - Pages 3-6





# COMMISSION ACTION

The Michigan Aeronautics Commission met on September 27, 2001 in Gaylord. The meeting was held in conjunction with the fall meeting of the Michigan Association of Airport Executives. Commission chairman, Robert Bender, and director, William Gehman, presented the commission's annual awards of excellence. William Blake, Great Lakes regional representative for the Airport Owners and Pilots Association, was the award recipient in the individual category. Mackinac County Airport Manager, Paul Fullerton, and the Mackinac County Airport Commission were honored in the group category (see back cover).

In other action, commissioners approved funding for airport improvements across the state. Some projects have federal, state, and local funding, while others are funded from state and/or local sources alone. Commission approval for federally funded projects authorizes state participation, subject to issuance of a federal grant. Federal and state dollars for airport development are primarily from restricted, user generated funds. The primary sources of revenue are aviation fuel and passenger taxes, as well as aircraft registration fees. Following are the approved projects:

## ADRIAN

Lenawee County Airport - an allocation of \$1,469,667 to acquire land for a future runway extension project. The proposed budget consists of \$1,322,670 federal and \$146,997 local funds.

## ALLEGAN

Padgham Field - an allocation of \$20,000 for design work for a future project to rehabilitate Runway 10/28. The proposed budget consists of \$18,000 federal, \$1,000 state, and \$1,000 local funds.

## BELLAIRE

Antrim County Airport - an allocation of \$33,000 for design work to improve the runway safety areas and to install fencing. The proposed budget consists of \$29,700 federal, \$1,650 state, and \$1,650 local funds.

## DETROIT

Willow Run Airport - an allocation of \$1,931,000 for the second phase of a security equipment installation project. The proposed budget consists of \$1,452,000 federal and \$479,000 local funds.

## HILLSDALE

Hillsdale Municipal Airport - an allocation of \$90,000 for an environmental assessment necessary for a future runway extension project. The proposed budget consists of \$81,000 federal, \$4,500 state, and \$4,500 local funds.

## JACKSON

Jackson County - Reynolds Field - an allocation of \$166,666 for design work for the rehabilitation of two taxiways. The proposed budget consists of \$150,000 federal, \$8,333 state, and \$8,333 local funds.

## STATEWIDE

Michigan Department of Transportation - an allocation of \$84,000 in federal funds for airport safety inspections.

## MARLETTE

Marlette Township Airport - an allocation of \$86,666 to construct taxiways and to rehabilitate the apron tie-downs. The proposed budget consists of \$78,000 federal, \$4,333 state, and \$4,333 local funds.

## OSCODA

Oscoda-Wurtsmith Airport - an allocation of \$5,386,667 to rehabilitate the runway and taxiways, airport lighting, animal-control fencing, and the instrument landing system. The proposed budget consists of \$4,848,000 federal, \$269,333 state, and \$269,334 local funds.

## PONTIAC

Oakland County International Airport - an allocation of \$1,666,667 for land acquisition in the runway protection zone. The proposed budget consists of \$1,500,000 federal funds and \$166,667 local funds.

## ST. IGNACE

Mackinac County Airport - an allocation of \$345,000 to acquire land for wetland mitigation. The proposed budget consists of \$310,500 federal, \$17,250 state, and \$17,250 local funds.

## SOUTH HAVEN

South Haven Area Regional Airport - an allocation of \$45,000 to update the airport layout plan. The proposed budget consists of \$40,500 federal, \$2,250 state, and \$2,250 local funds.

# TEMPORARY FLIGHT RESTRICTIONS

FDC 1/0329 (and FDC 1/0330 Int'l version) FDC U.S. NATIONAL AIRSPACE SYSTEM INTERCEPT PROCEDURES.

UNTIL FURTHER NOTICE ALL AIRCRAFT OPERATING IN THE U.S. NATIONAL AIRSPACE, IF CAPABLE, WILL MAINTAIN A LISTENING WATCH ON VHF GUARD 121.5 OR UHF 243.0. IT IS INCUMBENT ON ALL AVIATORS TO KNOW AND UNDERSTAND THEIR RESPONSIBILITIES IF INTERCEPTED. REVIEW "AERONAUTICAL INFORMATION MANUAL" SECTION 6, 5-6-2 FOR INTERCEPT PROCEDURES.

## AIM 5-6-2 INTERCEPT PROCEDURES

### a. General

1. Identification intercepts during peacetime operations are vastly different than those conducted under increased states of readiness. Unless otherwise directed by the control agency, intercepted aircraft will be identified by type only. When specific information is required (i.e. markings, serial numbers, etc.) the interceptor aircrew will respond only if the request can be conducted in a safe manner. During hours of darkness or Instrument Meteorological Conditions (IMC), identification of unknown aircraft will be by type only. The interception pattern described below is the typical peacetime method used by air interceptor aircrews. In all situations, the interceptor aircrew will use caution to avoid startling the intercepted aircrew and/or passengers.

### b. Intercept phases (See FIG 5-6-1).

**1. Phase One** - Approach Phase: During peacetime, intercepted aircraft will be approached from the stern. Generally two interceptor aircraft will be employed to accomplish the identification. The flight leader and wingman will coordinate their individual positions in conjunction with the ground controlling agency. Their relationship will resemble a line abreast formation. At night or in IMC, a comfortable radar trail tactic will be used. Safe vertical separation between interceptor aircraft and unknown aircraft will be maintained at all times.

**2. Phase Two** - Identification Phase: The intercepted aircraft should expect to visually acquire the lead interceptor and possibly the wingman during this phase in visual meteorological conditions (VMC). The wingman will assume a surveillance position while the flight leader approaches the unknown aircraft. Intercepted aircraft personnel may observe the use of different drag devices to allow for speed and position stabilization during this phase. The flight leader will then initiate a gentle closure toward the intercepted aircraft, stopping at a distance no closer than absolutely necessary to obtain the information needed. The interceptor aircraft will use every possible precaution to avoid startling intercepted aircrew or passengers. Additionally, the interceptor aircrews will constantly keep in mind that maneuvers considered normal to a fighter aircraft may be

considered hazardous to passengers and crews of nonfighter aircraft. When interceptor aircrews know or believe that an unsafe condition exists, the identification phase will be terminated. As previously stated, during darkness or IMC identification of unknown aircraft will be by type only. Positive vertical separation will be maintained by interceptor aircraft throughout this phase.

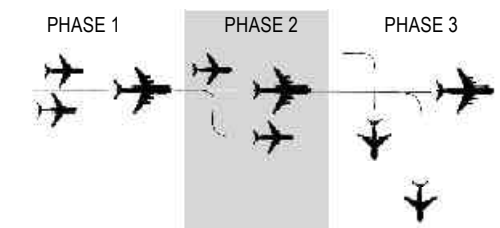
**3. Phase Three** - Post Intercept Phase: Upon identification phase completion, the flight leader will turn away from the intercepted aircraft. The wingman will remain well clear and accomplish a rejoin with the leader.

c. Communication interface between interceptor aircrews and the ground controlling agency is essential to ensure successful intercept completion. Flight Safety is paramount. An aircraft which is intercepted by another aircraft shall immediately:

1. Follow the instructions given by the intercepting aircraft, interpreting and responding to the visual signals.
2. Notify, if possible, the appropriate air traffic services unit.
3. Attempt to establish radio communication with the intercepting aircraft or with the appropriate intercept control unit, by making a general call on the emergency frequency 243.0 MHz and repeating this call on the emergency frequency 121.5 MHz, if practicable, giving the identity and position of the aircraft and the nature of the flight.

FIG 5-6-1 Interception Procedures

INTERCEPTION PATTERNS FOR IDENTIFICATION OF INTERCEPTED AIRCRAFT



4. If equipped with SSR transponder, select MODE 3/A Code 7700, unless otherwise instructed by the appropriate air traffic services unit. If any instructions received by radio from any sources conflict with those given by the intercepting aircraft by visual or radio signals, the intercepted aircraft shall request immediate clarification while continuing to comply with the instructions given by the intercepting aircraft.

As always, obtain and understand a thorough pre-flight briefing before attempting any operation in the National Airspace System.



# GREAT LAKES INTERNATIONAL Aviation Conference

## Conference Fee

The conference fee includes all meals and conference materials. Rates are in US. currency.

Early Registration	\$80.00	Postmarked by November 21
Regular Registration	\$90.00	Postmarked by January 4
Onsite Registration	\$100.00	Postmarked after January 4 and at the door
Student Registration	\$75.00	This special fee is for full time students, enrolled in an aviation program at a college or university.

Additional evening meal tickets may be purchased for your spouse or significant other. Because of limited seating, additional meal tickets are not available for the Saturday luncheon.

Additional Friday evening dinner ticket ..... \$15.00

Additional Saturday evening dinner ticket .... \$20.00

## When to pre-register

Register early and save! Due to the popularity of last year's conference, early registration is strongly recommended. Complete the attached registration form and postmark by the appropriate date. Don't delay, register today!

## Getting there is half the fun

All transportation modes lead to MSU's Kellogg Center. Just a few miles northwest of the Conference Center is Lansing's Capital City Airport (LAN). Lansing is served by Northwest, United, Continental, Delta and US Airways. The airport has two fixed based operators that provide parking and services for general aviation aircraft. The Great Lakes International Aviation Conference will provide a free shuttle service from the airport to the Kellogg Center. In addition, there are two smaller general aviation airports in the Lansing area: Abrams Municipal Airport (4D0) in Grand Ledge and the Mason Jewett Airport (TEW) in Mason.

AMTRAK offers train service to East Lansing from many locations throughout America. Trains arrive and depart from AMTRAK's MSU station, less than a mile south of the Kellogg Center.

Michigan's expansive freeway system will deliver you to East Lansing from points north, south, east and west. I-96, I-69, I-496, US-27 and US-127 will bring you within a few miles of MSU.

## Your home away from home

Your conference headquarters is the Kellogg Hotel & Conference Center on the picturesque campus of Michigan State University. Each of the hotel rooms has been beautifully furnished and offers the finest quality accommodations. For the business traveler, each room is equipped with a desk and an additional phone line for computer/fax hookups. Voice mail is also available. The hotel's gracious dining facility, the State Room Restaurant, features a coffee bar and seasonal menu choices. For the casual diner, there is the River Café or Spartan Pub on the lower level.

The Kellogg Center is holding a block of rooms for this conference at a special rate of \$77.00 per night. Please call the hotel directly at 800-875-5090 to make and confirm your reservation. Overflow accommodations will be provided at area hotels with complimentary shuttle service to the conference center. Please refer to our web site for a complete list of the overflow hotels.

Visit the Kellogg Center on the Internet at: <http://www.hfs.msu.edu/kellogg/> The Kellogg Hotel and Conference Center personnel, the planning committee members and volunteers will pull out all the stops to make this an outstanding event and a great educational value. The Michigan Department of Transportation Bureau of Aeronautics will be happy to address any questions or concerns that you have about the conference. Please call Phil Tartalone at 517-335-9880.

# CONFERENCE INFORMATION

## Friday, January 18

12:00 - 9:30	Registration/Check-In Open
3:00 - 5:00	Exhibits Open
3:00 - 3:50	Breakout Session I
4:10 - 5:00	Breakout Session II
5:00 - 6:00	Dinner
6:00 - 7:30	Exhibits Open
6:00 - 6:50	Breakout Session III
6:50 - 7:30	Time with the Exhibitors
7:30 - 9:30	Breakout Session IV

## Saturday, January 19

7:00	Registration and Information Table Open
7:00	Exhibits Open
7:00 - 8:00	Continental Breakfast
8:00	Archie Trammell's Airborne Weather Radar Seminar Begins
8:00 - 8:15	Welcome/Introduction
8:15 - 8:45	Welcome Address-Robert Ellis, Legacy of Flight
9:00 - 9:50	Breakout Session I
9:50 - 10:30	Time with the Exhibitors
10:30 - 11:20	Breakout Session II
11:30 - 12:00	Lunch
12:00 - 12:15	Introduction and Door Prize
12:15 - 1:15	Bob Hoover
1:30 - 2:20	Breakout Session III
2:20 - 3:00	Time with the Exhibitors
3:00 - 3:50	Breakout Session IV
4:10 - 5:00	Breakout Session V
5:30	Archie Trammell's Airborne Weather Radar Seminar Ends
5:10 - 6:00	Breakout Session VI
6:00 - 7:00	Cocktails with the Exhibitors
7:00 - 8:00	Dinner (Door Prizes--Must be present to win)
8:00 - 9:00	Entertainment: The Mike Snider Band

## Sunday, January 20

7:00	Information Table and Exhibits Open
7:00 - 8:00	Continental Breakfast and Time with Exhibitors
8:00 - 9:50	Open Forums
9:50 - 10:30	Time with the Exhibitors
10:30 - 11:00	Door Prizes
11:00 - 12:00	Dr. Jerry Cockrell

## IA Recertification & Pilot Wings

All of the maintenance sessions at the Great Lakes International Aviation Conference qualify for IA renewal and the FAA's Aviation Maintenance Technician Awards Program. In addition, all of the pilot sessions qualify for the FAA's Wings Program.

FAA Certificates of Training will be issued to mechanics at the completion of each session. Applications for the Aviation Maintenance Technician Awards Program and Wings cards for pilots will be available at the conference registration table.

## Association Meetings

Michigan Helicopter Association Meeting  
Great Lakes EAA Membership Gathering

## Tentative Breakout Session Topics

### Pilots

Flying With GPS  
Seaplane and Helicopter Flying-Getting the Rating  
Coping with Engine Failure in a Single-Engine Aircraft  
Flying to the Salt Lake City Olympics in 2002  
Mountain Flying and Recreational Opportunities in the Rockies  
Proposed Sport Flying Regulations  
Establishing the SATS Program in the Great Lakes Region  
Aeronautical Charts: Little Known Facts  
Promoting Your Airport to the General Public  
The Economic Impact of Small Airports  
Weather Avoidance Systems  
Aviation Weather Forecasting for Pilots  
Internet Weather Resources (Computer Lab)  
Aviation Education in Our Schools  
Practical Applications of Aviation Topics in the Classroom  
Purchasing and Evaluating Airplanes  
The Professional Flight Instructor  
Eyes on the Horizon: A Historical Analysis of the Evolution Of Female Pilots

### Mechanics

Vacuum Systems	Fuel Cell Maintenance
Wheel and Brake Maintenance	Deice System Maintenance
Electronic Record Keeping	Spark Plug and Igniter
Electronic AD Research	Various FAA Topics
Electrical System Troubleshooting	Ignition Systems
Propeller Servicing	Carburetor and Fuel Injection
Pt6 and JT15 Field Information	Lead Acid and
Piston Engine Service Seminars	Nicad Battery Maintenance

### "Globally Speaking"

Speech and Hearing Screening Lab  
Aviation English Training on CD ROM  
Foreign and American Pilot Voice Communications  
English as a Second Language in Aviation  
Cross-cultural Communications in Aviation  
Automated Language Proficiency Testing  
Training Aviation Personnel in Communication Processes  
The Role of Culture in Aviation Language Training  
Testing for Common English Language Proficiency

### Special Sessions, Open Forums and Panel Discussions

The Complete Air Traffic Control Seminar  
The Tuskegee Airmen Experience  
Follow Your Dreams: The Bessie Coleman Story  
The Vertigon Spatial Disorientation Simulator  
Crossing the U.S. / Canadian Border  
Medical Factors  
Flying in Other than "Traditional" Fixed-Wing Aircraft: Balloons, Ultralights, Gliders, etc.

For additional information on speakers and topics visit us on the Web at  
[www.mdot.state.mi.us/aero/gliac.htm](http://www.mdot.state.mi.us/aero/gliac.htm)



## YOUR ALL-IN-ONE CONFERENCE

A great weekend of educational workshops, nationally known speakers, exhibits and fun!

*There is no other conference like it in the region! Many of the unique presentations related to safety and flight are not included in the half-day or evening sessions found at various times and locations throughout the year. With something for everyone, the conference is expected to attract a diverse crowd of pilots, maintenance technicians, air traffic controllers, IAs, students and other aviation enthusiasts.*

### Program Highlights:

#### Bob Hoover

Legendary fighter pilot, test pilot and air show great

#### Dr. Jerry Cockrell

Psychologist, 10,000-hour airline pilot and humorist

#### Archie Trammell

Airborne Weather Radar Seminar

Robert T. Warner Executive Vice President,  
Experimental Aircraft Association

An expanded session on flying into Canada

#### J. C. Boylls

NAFI Mentor Columnist

#### Bob Ellis

Executive Director, Kalamazoo Aviation History Museum

#### IA/AMT renewal training

11 hours of Certified IA renewal courses

First International Symposium on  
Communication in Aviation

Vertigon Spatial Disorientation Simulator

The Mike Snider Band

Plus, more than 90 exhibit spaces and more than 75 speakers

### BIGGER AND BETTER

East Lansing, neighbor to Michigan's capital city, again will host this highly informative and educational weekend that last year attracted more than 800 people throughout the Midwest and Canada.

Besides addressing both aviation maintenance and pilot training needs, this year's conference will feature the country's first-ever International Symposium on Communication in Aviation. For the first time in the history of aviation, specific levels of English language competence have been identified as being the minimum for safe operations between pilots and air traffic controllers. This fascinating and important part of this year's conference will bring together experts from around the world to discuss issues related to linguistic and cultural competence in worldwide aviation.

### New Friday Bonus Sessions

Get a head start on a great weekend of training by attending one or more of the new Friday breakout sessions. Four breakouts have been added to the itinerary in response to those who requested more opportunity to cross over between the required IA renewal sessions, and those for pilots and general interests. The expanded schedule also includes dinner, more time with exhibitors, and refreshments during breaks. So, plan now to arrive early!

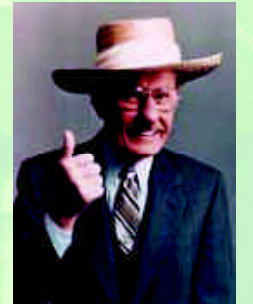
### IA Renewal and Flight Instructor Training

An integral part of the conference will be an intensive 11 hours of aviation maintenance programs designed for Airframe and Power Plant technicians and maintenance students. Participants will be able to choose from over 35 different sessions. Persons holding Inspector Authorization privileges will qualify for FAA re-certification. In addition, several seminars are scheduled specifically for flight instructors and aviation students. These include topics ranging from the flight training process to developing a resume and pursuing an airline career.

## CONFERENCE HEADLINERS

### Bob Hoover, " . . . the greatest stick-and-rudder pilot who ever lived."

That's what decorated World War II fighter pilot Gen. Jimmy Doolittle called the legendary war hero, test pilot and air show great. Hoover, whose aviation feats began in World War II and continued as a U.S. Air Force test pilot, flew more than 300 different planes in his 50-year career and astounded audiences at more than 2,000 air shows. His autobiography, *Forever Flying*, which the Chicago Sun-Times labeled "hair-raising," tells his amazing story; "sharing all the thrills and chills, spectacular stunts and death-defying exploits that have made him a living aviation legend. Climb into the cockpit with America's original top gun for an astonishing inside look at flight in action—and on the edge." Copies of Hoover's book will be available for purchase and autographing (place order on your registration form).



### Dr. Jerry Cockrell, one of the funniest speakers in aviation



Dr. Jerry Cockrell is a psychologist, aviator and humorist. He is known throughout the international aviation community for his home-spun, "Andy Griffith" style of conveying important safety information through hilarious anecdotes. Jerry's eclectic career has included amassing 13,000 hours of flight time with everything from spraying crops to captaining a Boeing 747. He's raised Quarter horses, commercially fished Alaska and earned a Ph.D. in psychology and education. Though many pilots remember his hilarious stories, he also travels the world giving his unique Crew Resource Management training. He has trained thousands of aviators in all 50 states, as well as in England, Germany, Saudi Arabia, Nigeria, Mexico and Canada. Last year's very popular speaker, Rod Machado, calls Jerry "one of the best educators and motivational speakers that I have encountered in my 30 years in aviation."

### International Symposium on Communication in Aviation

This is the first forum of its kind in the country to bring together experts from various fields to discuss issues related to linguistic and cultural competence in worldwide aviation. One important function will be to provide participants an update on current Federal Aviation Administration (FAA) and International Civil Aviation Organization (ICAO) efforts to standardize English language proficiency for non-native English speaking pilots and air traffic controllers. For the first time in the history of aviation, minimum levels of English language competence have been identified for safe operations between pilots and air traffic controllers. This development influences significantly the training for pilots and air traffic controllers. Symposium sessions will be open to all conference attendees.

### The Mike Snider Band

Direct from the Grand Ole Opry, Saturday night's entertainment will feature the comedy and banjo pickin' of popular Oshkosh performer Mike Snider and his country music band. Since 1984, Mike has amused and amazed Opry fans, who, for 12 consecutive years, named him among the top five comedians at the TNN Music City News Awards. Mike won the coveted National Bluegrass Banjo Championship at age 22 and spent seven years as a regular cast member of the television show "Hee Haw." In addition to his banjo pickin' skills, Mike is a multi-talented pilot.



### Don't Miss the Fair

Firms with innovative technologies and services of interest to pilots, mechanics, air traffic controllers, flight instructors, students, FBOs and other aviation enthusiasts will be on hand to meet with attendees, and showcase their latest equipment and services. There will be plenty of opportunities before, during and after the conference sessions to visit as many as 93 booths.

For more information about the fair, including sponsorship opportunities and reserving booth space, contact Phil Tartalone by phone at 517-335-9880 or by E-mail at [gliac@mdot.state.mi.us](mailto:gliac@mdot.state.mi.us)

